

TONOPAH DAILY BONANZA

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THE RAILROAD PROBLEM

Every nation is dependent upon its transportation systems, and we can think of no country more dependent upon its arteries of transportation—the railroads—than the United States. It, therefore, behooves every citizen of the United States to take an interest in the railroads, which just now are facing a serious situation in lack of equipment and inability to handle the nation's annually increasing total of traffic. To meet the condition the railroads are making application for permission to increase their freight rates.

Those charged with the responsibility of regulating railroad rates and service and adding upon the present application of the roads should bear in mind that the people first of all demand good service and are willing that rates should be adjusted so as to insure it. If an investigation reveals that the roads in their present financial condition cannot render good service then such increases in rates should be granted as to make good service possible. By good service is meant regularity and reasonable expedition. The farmer or rancher wants his livestock handled promptly so as to reach the market in good condition and on time, thus avoiding loss from shrinkage. The merchant wants his shipments delivered on time so as to accommodate his customers, regulate his stocks and effect economies in his business. In fact, as related to traffic and transportation service, regularity is the first essential.

Shippers, whether of a carload of livestock or merchandise or a trainload of automobiles, lumber or machinery, not only know the value of good service but also know that, though necessarily more expensive to render and therefore costing more, it is cheapest in the end, for it eliminates losses from shrinkage and damage and enables them to make definite arrangements in merchandising their stocks and wares.

Good service enables the rancher or farmer to place his stock or produce on the market in almost as good condition as when loaded, and it enables the merchant to scale down the size of his stocks, thus reducing the amount of capital required to conduct the business as well as making it possible to quickly adjust his stocks to such changes as invariably occur in climate, styles and peculiarities of the trade. It logically follows, therefore, that the reasonableness of a rate depends mainly on the value of the service and the auxiliary of economic relations of such service to commerce and trade. It is essential above all things that the transportation systems of this country be efficiently operated and well maintained, for nothing is better calculated to promote the general welfare, whereas a poorly operated and maintained transportation system would mean industrial paralysis. No schedule of rates, no matter how low, could possibly be made that would compensate the people for the sacrifices and losses poor service would entail upon them.

It is undoubtedly true that under existing conditions the railroads as a whole are not able to furnish, or at least they are not furnishing, the transportation necessary to meet the present requirements of the United States. This situation presents a serious and difficult problem which must be dealt with, but like all other problems, it can be dealt with more effectively if first of all there is a full understanding of the entire situation.

When the government of the United States took possession and assumed control of the railroads on the first of January, 1918, the carriers so taken over owned at that time approximately 2,260,000 freight cars, of which number 6.7 per cent of 128,780 were reported as in bad order and unfit for service. During the 26 months' period of Federal control the government purchased roughly 100,000 freight cars and 2,000 locomotives, which was somewhat less than the number of freight cars and locomotives which the same railroads had been in the habit of buying during each 12 months' period previous to Federal control.

At the termination of Federal control on March 1, 1920, the same railroads reported ownership of 2,362,000 cars or about 103,000 more than at the beginning of Federal control. They also reported 6.7 per cent, equal to 159,725 as in bad order, or 25,000 more had order cars at the end than at the beginning of Federal control.

During the period of Federal control the government did not require as great a number of cars as the companies had been in the habit of retiring during similar periods of time in the past, because of obsolescence and for other reasons.

Investigation made since the termination of Federal control has developed that thousands of cars are running today and reported currently as in good order, meaning that they are safe to run—while at the same time they are unfit to perform the service for which they were designed. This fact is particularly noticeable in connection with the box car equipment. It is the general impression among railway officers, based upon a somewhat incomplete survey, that from one-fifth to one-third of the box cars in this country have been permitted to deteriorate from the floor upwards to such an extent that they are actually unfit to carry a general merchandise business such as grain and flour, etc. The same condition obtains, but probably to a less extent, as regards open top equipment, and particularly coal carrying cars.

It should ordinarily be possible to keep the number of bad order cars below 4 per cent, of the total number owned, and if that condition could be brought about today, it would result in immediately making effective on the railroads as a whole in the United States more than 75,000 cars that are now out of service because unfit to run. This is one of the first and most important problems confronting the carriers at the present time.

Notwithstanding every effort that can be made it will probably be six months or a year before it will be possible to get the existing equipment of all the railroads in as good and serviceable condition as it was at the beginning of Federal control, or in as good condition as it ought to be under existing conditions.

Political Announcements

W. B. (BILL) EVANS ANNOUNCES HIS CANDIDACY FOR THE REPUBLICAN NOMINATION FOR SHERIFF AND ASSESSOR

Subject to the will of the voters at the Primary
 Election, September 7, 1920.

DR. C. J. RICHARDS ANNOUNCES HIS CANDIDACY FOR THE REPUBLICAN NOMINATION FOR (LONG TERM) COUNTY COMMISSIONER

Subject to the will of the voters at the Primary
 Election, September 7, 1920.

Wm. RYDER RAY ANNOUNCES HIS CANDIDACY FOR THE REPUBLICAN NOMINATION FOR County Clerk and Treasurer

Subject to the will of the voters at the Primary
 Election, September 7, 1920.

W. J. (BILL) RYAN ANNOUNCES HIS CANDIDACY FOR THE JUSTICE OF THE PEACE

Subject to the will of the voters at the Primary
 Election, September 7, 1920.

ARTHUR S. PUTNEY ANNOUNCES HIS CANDIDACY FOR THE REPUBLICAN NOMINATION FOR SHERIFF AND ASSESSOR

Subject to the will of the voters at the Primary
 Election, September 7, 1920.

CHARLES S. EVANS ANNOUNCES HIS CANDIDACY FOR THE DEMOCRATIC NOMINATION FOR CONGRESS

Subject to the will of the voters at the Primary
 Election, September 7, 1920.

GEORGE W. ALLEN ANNOUNCES HIS CANDIDACY FOR Justice of the Peace

(of Tonopah Township)
 Subject to the will of the voters at the Primary
 Election, September 7, 1920.

SAMUEL S. ARENTZ ANNOUNCES HIS CANDIDACY FOR THE REPUBLICAN NOMINEE

FOR CONGRESS

Subject to the will of the voters at the Primary
 Election, September 7, 1920.

FRANK BELL ANNOUNCES HIS CANDIDACY FOR THE DEMOCRATIC NOMINATION FOR COUNTY COMMISSIONER (SHORT TERM)

Subject to the will of the voters at the Primary
 Election, September 7, 1920.

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